SAILING DIRECTIONS CORRECTIONS

PUB 142 8 Ed 2000 LAST NM 1/02

Page 76—Lines 43/L to 43/R; read:

6.4 The main channel through **Lough Foyle** (55˚10'N., 7˚00'W.) is the only one leading to the entrance of the River Foyle and hence to the port of Londonderry. It follows the NW shore. It is entered between Inishowen Head and Magilligan Point.

The greater part of the lough lies SE of the main channel and consists of sand and mudbanks. In some areas of this portion of the lough it is quite deep and is interspersed with other channels which lead nowhere.

The Tuns, a shallow sandbank, extends up to about 3 miles NE from Magilligan Point, on the S side of the approach. Its seaward extremity is marked by a lighted buoy.

From **Magilligan Point** (55˚12'N., 6˚58'W.), at its entrance, the channel leads generally SW for a distance of approximately 4.5 miles before entering the narrow maintained channel, the NE end of which is marked by two lighted buoys. It leads further for approximately 9.5 miles to the entrance of the River Foyle.

Tides—Currents.—Off the entrance to Lough Foyle, the tidal currents attain rates of 2 knots at springs. The currents on both sides of the approach channel are affected by eddies. Close inside the entrance of the lough, the currents diminish in strength and gradually become weaker as the entrance of the River Foyle is approached.

Depths—Limitations.—The channel leading to the entrance of the river and then to the facilities at Lisahally Terminal is reported (1994) to be dredged to a depth of 8m. The channel between this terminal and the Port of Londonderry is reported (1995) to have a least dredged depth of 4.5m.

Aspect.—The high and steep cliffs of Inishowen Head are conspicuous from seaward. Inishowen Light is shown from a conspicuous tower, 23m high, standing on Dunagree Point, 0.5 mile S of the head. A disused light tower stands close ENE of the light. A lighted approach buoy is moored about 2 miles NE of Inishowen Head.

A light is shown from a tower, 8m high, standing on Warren Point, 1.4 miles SW of Dunagree Point. An old fort, a castle in ruins, a white tower, and a church tower all stand near the coast in the vicinity of Greencastle, 1 mile SW of Warren Point.

The coast rises gradually inland to the peaks of the mountain range which forms the W side of the lough. Crocknasmug, the principal peak in the vicinity, rises 1.5 miles W of Inishowen Head and is 326m high.

The SE side of the entrance is low and sandy. A conspicuous martello tower and several low buildings are situated on Magilligan Point. A lighted beacon stands 0.2 mile NNW of the tower. The loom of the bright lights at the prison, which is situated 1.2 miles SSE of Magilligan Point, can be seen for many miles to seaward.

The channel through the lough is marked by lighted beacons, lighted buoys, and lighted ranges. Caution is necessary as it has been reported (1997) that the fixed structures are in poor condition.

Pilotage.—Pilotage is compulsory for vessels over 50m in length. Londonderry Port and Harbor Commissioners are the Pilotage Authority.

The pilot station is located at **Greencastle** (55˚12'N., 6˚59'W.), on the NW shore, about 0.5 mile inside the entrance to the lough.

The pilot station, call sign “Foyle Pilots,” maintains VHF watch from Monday to Friday between 0900 and 1700. The pilot vessel is equipped with VHF.

Owners, agents, or masters should notify the pilot station during working hours of the name of the vessel, draft, and ETA off **Moville** (55˚11'N., 7˚03'W.), which is approximately 2.5 miles within the entrance. Outside working hours this information should be passed to the Harbor Master’s office. VHF communication should be established as soon as possible.

(BA NM 6/02) 15/02

PUB 146 7 Ed 2000 LAST NM 38/01

Page 64—Lines 12 to 22/L; read:

Pilotage is obligatory for vessels 50 nrt and over. Arrangements for pilotage should be made 18 hours prior to the vessel’s ETA (or less upon leaving the previous port of call if travel time is less) by relaying same to the Saint-Pierre radio station (TXU). With the vessel’s ETA include maximum draft, tonnage, and length. The boarding pilot may be reached on VHF channels 12 and 16 (Call “Radar IV”). The Port Captain’s Office may be reached on VHF channel 9, the Port Office on VHF channels 12 and 16, and the tugboats on VHF channel 12.

The pilot boards and disembarks near the landing buoy in position 46˚48.5'N, 56˚07.7'W. In poor weather contact the boading pilot on VHF for instructions.

(Fr 93.4) 15/02

PUB 160 1 Ed 1998 LAST NM 13/02

Page 146—Lines 37 to 38/R; read:

Reports of this nature should be addressed to The Principal Officer, The South African Maritime Safety Authority (SAMSA). The reports may be sent via VHF channel 16 to the port control offices at the following locations:

1. Richards Bay.
2. Durban.
3. East London.
4. Port Elizabeth.
5. Mossel Bay.
6. Cape Town.
7. Saldanha Bay.

(BA NM 10/02, Section IV) 15/02

PUB 172 9 Ed 2001 LAST NM 14/02

Page 147—Line 35/L; insert after:

The E approach, which passes S of Iles Musha, should only be used in good visibility by small vessels with local knowledge.

(Fr NM 50/01) 15/02

Page 147—Line 38/L; insert after:

It has been reported (2001) that lesser depths than charted exist in the approaches to Djibouti.

(Fr NM 50/01) 15/02

Page 211—Line 15/L; insert after:

It has been reported (2002) that uncharted tanks, cranes, and buildings may obscure charted landmarks and navigational aids.

(PUBS 009/2002; PUBS 010/2002) 15/02

Page 217—Line 54/R to Page 218—Line 12/L; read:

Pilotage.—Pilotage is compulsory for tankers, gas carriers, and general cargo vessels. The pilot boards about 2 miles E of Berth No. 3.

Regulations.—Vessels proceeding to Jazirat Das should radio their ETA via Bahrain (A9M) 72 hours in advance, with confirmation sent 48 hours and 24 hours in advance. Confirmation should also be sent 4 hours in advance to Das Marine on VHF channel 16.

Part 1 of the ETA message should contain the following information:

Part 1—ETA message	
Designator	**Information required**
A	Vessel’s name
B	ETA at Das Island
C	Port of registry
D	Nationality
E	NRT
F	GRT
G	Summer dwt
H	Master’s name

Part 2 of the ETA message should contain the following information:

Part 2—ETA message	
Designator	**Information required**
A	Voyage number
B	Cargo
C	Last port
D	Next port
E	Destination
F	Last port in UAE and date
G	Confirm acceptance to signing a boycott declaration

Vessels anchored to await berthing instructions should radio Das Marine of the time and vessel's location when anchored; the vessel's position should be given as a range and bearing from Berth No. 3.

A listening watch should be maintained on VHF channel 12 or 16 while at anchor. When departing the anchorage, vessels should inform Das Marine on VHF of the following information:

1. Intended time of weighing anchor.
2. Reason for departure.
3. Time anchor is clear.

Navigation off the E

(BA NP286(3); BA NM 11/02, Section VI; US CH 62449) 15/02

Page 220—Lines 7 to 15/R; strike out.

(NIMA) 15/02

Page 220—Lines 35 to 37/R; read:

Depths—Limitations.—The port is approached from the N through charted recommended tracks.

Mesaieed West Channel, formerly known as Outer Channel, is a narrow channel about 6 miles long, with its N end about 17 miles NNE of Ras al Ilaq, running in a N-S direction through the coastal bank. The fairway has a least depth of 11m, but lesser depths exist close by the recommended track in several places. The lighted buoys marking the channel S of Ras al Ilaq are now designated W-01 through W-12.

A second approach channel has been dredged into Umm Said. It has been designated as Mesaieed East Channel. This channel, which splits from Mesaieed West Channel in the vicinity of Lighted Buoy E-01, is marked by lighted buoys designated E-01 through E-18. It rejoins Mesaieed West channel SE of SE Arif Lighted Buoy. It has been reported (2002) the channel is dredged to 13.5m and can accommodate vessels up to 320,000 dwt, with a maximum beam of 60m.

Main Channel, formerly known as Inner Channel, comprises the channel SE of Fasht al Arif and the channel leading N and W to the anchorage off the oil terminal berths at Musay’id. The channel has a least reported depth of 11m and is best seen on the chart.

(BA NM 10/02, Section IV and Section VI; PUBS 008/2002) 15/02

Page 221—Line 42/L; read:

Mishut Lighted Buoy (25˚15.9'N., 51˚46.7'E.) 72 hours, 48 hours,

(NIMA) 15/02

PUB 172 (Continued)

Page 221—Lines 44 to 45/L; read:
pilot boards in position 25˚13.2'N, 51˚45.2'E about 1 mile NE of the new Lighted Buoy E-01.

Regulations.—A Vessel Traffic Control Service (VTCS) operates in the
(10(1051)02 Taunton) 15/02

Page 221—Lines 52/L to 3/R; read:
Musay'id Traffic Control 6 hours before arrival at Mishut Lighted Buoy. Vessels are also required to report their status when within 5 miles of Mishut Lighted Buoy. In addition, a vessel should contact the VTCS when transiting inbound or outbound on passing the following:

1. Mishut Lighted Buoy.
2. Hull Lighted Buoy (Mesaieed West Channel).
3. Lighted Buoy E-02/Lighted Buoy E-05 (Mesaieed East Channel).
4. Lighted Buoy E-13 (Mesaieed East Channel).
5. SE Arif Lighted Buoy.
6. No. 1 Inner Lighted Buoy.
7. Turning Lighted Buoy.
8. Fairway Lighted Buoy.

(BA NM 10/02, Section VI) 15/02

Page 244—Lines 2 to 15/R; read:
loading berths located E of Ras az Zawr.

Berth No. 1 is no longer in service. The buoys marking the berth have been removed.

Berth No. 2 has a least depth of 17m. It can accommodate a fully-loaded vessel of 140,000 dwt, with a maximum length of 365m and a maximum draft of 15.8m. Vessels up to 370,000 dwt can be partially loaded. Vessels are berthed at any time during the ebb current, heading N, using two anchors.

The existing submarine pipeline terminating at Berth No. 2 has been extended to another tanker mooring buoy located 1.8 miles further ENE. No other details on the new mooring buoy are available. The local port authority should be contacted for further information.

(BA NM 11/02, Section IV; 11(1201(P))02 Taunton; US CH 62515) 15/02

Page 244—Line 25/R; read:
capacity as pilots board tankers in the anchorage area and pilot
(BA NM 11/02, Section IV;
11(1210(P))02 Taunton) 15/02

Page 244—Lines 32 to 35/R; read:

Anchorage.—Anchorage can be taken in the charted Tanker Anchorage located E of the terminal, in charted depths of 17.1 to 20.9m. A prohibited anchorage area, best seen on the chart, surrounds the terminal.
(US NM 14/62515/02) 15/02

Page 263—Lines 1 to 2/R; read:
and having a draft of 15.85m or over. Pilots board in position 29˚20'N, 49˚03'E.
(BA NP 283(3)) 15/02

Page 269—Line 55/R; insert after:

Berthing is allowed only during daylight hours and is dependent on tidal conditions.
(BA NP 286(3)) 15/02

PUB 180 2 Ed 1997 LAST NM 13/02

Page 73—Line 4/L; insert after:
Firing Areas 74
(NIMA) 15/02

Page 74—Line 31/L; insert after:

Firing Areas

Five permanent firing practice areas have been established, in the SW approaches to Bergen, in the following areas:

1. In the SW and W approaches to Selbjornsfjorden.
2. In the SW approaches to Korfsfjorden.

These five areas, which are contiguous to each other, have been designated as 202, 203, 204, 205, and Stolmen. They are collectively bound by lines joining the following positions:

a. 60˚10.0'N., 4˚04.9'E.
b. 60˚10.0'N., 4˚56.9'E.
c. 60˚05.0'N., 4˚56.9'E.
d. 60˚02.9'N., 5˚01.3'E. (shore)
e. 60˚01.3'N., 5˚01.3'E. (shore)
f. 59˚59.0'N., 4˚56.9'E.
g. 59˚55.0'N., 4˚56.9'E.
h. 59˚55.0'N., 5˚04.9'E. (shore)
i. 59˚51.0'N., 5˚04.9'E. (shore)
j. 59˚49.0'N., 4˚56.9'E.
k. 59˚40.0'N., 4˚56.9'E.
l. 59˚40.0'N., 4˚26.9'E.
m. 59˚55.0'N., 4˚26.9'E.
n. 59˚55.0'N., 4˚04.9'E. and
o. 60˚10.0'N., 4˚04.9'E.

(BA NM 10/02, Section IV) 15/02

PUB 183 5 Ed 2001 LAST NM 13/02

Page 26—Line 43/R; read:
the range.

It is reported (2001) that anchorage can be taken, in depths of 10 to 13m, between 4 miles and 7 miles NW of Golets Light (64˚45.9'N., 40˚02.3'E.).
(BA NP 72) 15/02

PUB 191 9 Ed 2000 LAST NM 14/02

Page 11—Lines 21 to 35/L; read:
vessels carrying dangerous substances, all vessels carrying more than 12 passengers unless otherwise exempted, all vessels laying-up at the heavy duty mooring buoys in the River Fal or dry-docking in Falmouth Docks, and all vessels

PUB 191 (Continued)

using tugs owned by Falmouth Towing Ltd.

The pilotage area lies within a line extending between Black Head (50˚00'N., 5˚06'W.) and Dodman Point (50˚13'N., 4˚48'W.).

HM ships and foreign warships (with or without the use of tugs) and private pleasure craft are exempted.

Vessels not carrying dangerous substances, which are obtaining shelter or awaiting instructions while anchored in the outer part of the pilotage area (Falmouth Bay) and not using any port facilities or services, are also exempt from pilotage.

Pilots can be contacted by VHF and board about 3.5 miles S of Saint Anthony Head Light in the vicinity of Helston Lighted Buoy.

(BA NP 286) 15/02

Page 21—Lines 46 to 52/R; read:

Pilotage.—The area lying between the river entrance and Totnes is divided into two pilotage zones. The Outer Zone extends from the entrance to Anchor Stone. The Inner Zone extends from Anchor Stone to Totnes.

Pilotage in the Outer Zone is compulsory for the following vessels:

1. Vessels of 20m and over in length carrying any passengers or carrying dangerous goods in bulk (including non-gas free tankers).
2. Towing vessels and tows, with a combined length of 50m and over, where the towing vessel or one or more of the vessels in the tow is 20m or over in length.
3. All other vessels of 50m and over in length.

Pilotage in the Inner Zone is compulsory for the following vessels:

1. Fishing vessels of 47.5m and over in length.
2. Towing vessels and tows, with a combined length of 20m and over, where the towing vessel or one or more of the vessels in the tow is 20m or over in length.
3. All other vessels of 30m and over in length.

The harbor office (call sign Dart Nav) is open in summer on Monday through Wednesday 0900 to 1700, Thursday 0900 to 1800, Friday 0900 to 1600, and Saturday 0900 to 1200. It is open in winter on Monday through Thursday 0900 to 1700 and Friday 0900 to 1600.

Vessels are required to notify the harbor office one working day in advance if they require a pilot or will be arriving outside office hours. Vessels must then send a confirmation 30 minutes prior to arrival. Shorter notice can be accepted depending on the availability of a pilot, boat crew, linesmen, and port control staff. Information is required as soon as practicable if the ETA changes by more than 1 hour.

Vessels are required to notify the harbor office as early as possible, in any event prior to entering, if they do not require a pilot and will be arriving within office hours.

Vessels should request a pilot through the harbor office or their agent. They should also provide their draft, length, type and quantity of cargo, type and quantity of bunkers, and number of passengers.

The harbor office (pilots) can be contacted on VHF channel 11 and board in the entrance.

The harbor office can be contacted by e-mail at dhna@dartharbour.org.uk.

(BA NP 286) 15/02

Page 22—Lines 1 to 6/L; strike out.

(NIMA) 15/02

Page 22—Line 11/L; read:

Ferries run between Dartmouth and Kingswear.

Marker buoys for yacht races may be moored in the approaches during spring and summer.

(BA NP 27) 15/02

Page 22—Line 6/R; read:

arrival.

The pilot station at Brixham can be contacted by e-mail at ops@tbsa.co.uk.

(BA NP 286) 15/02

Page 23—Lines 20 to 26/L; read:

Pilotage.—Pilotage is compulsory. Vessels should send a request for pilotage and an ETA at least 12 hours in advance. The message should also state the vessel's length and exact draft. Pilots may be contacted on VHF channel 16 or 12 and board about 1 mile SE of The Ness.

The port may be contacted by e-mail at teignmouth@abports.co.uk.

(BA NP 286) 15/02

Page 65—Line 42/R; read:

weather and are made by arrangement with the pilots. Pilots normally board in positions 49˚25.0'N, 2˚29.2'W or 49˚30.8'N, 2˚27.7'W. If the

(BA NP 286) 15/02

PUB 192 7 Ed 2000 LAST NM 14/02

Page 3—Line 20/L; read:

including Rosyth, Grangemouth, Hound Point

(NIMA) 15/02

Page 3—Lines 13 to 14/R; read:

head of navigation at Stirling.

(BA NP 286) 15/02

Page 3—Lines 19 to 21/R; read:

then 180˚ to the S shore of the Forth. This area excludes any closed dock or lock except for the Eastern Channel lying within Grangemouth Docks.

(BA NP 286) 15/02

Page 3—Lines 32 to 33/R; read:

All vessels should send an ETA at the pilot boarding position and a request for pilotage to the Forth Ports Authority 24 hours, 12 hours, and 2 hours in advance. The message should include their grt,

(BA NP 286) 15/02

PUB 192 (Continued)

Page 3—Lines 39 to 41/R; read:

Pilot launches operate from Granton (55˚59'N., 3˚13'W.), on the S shore.

Inbound tankers proceeding to Hound Point Terminal and tankers proceeding from Anchorage Kilo (off Kirkcaldy) or Anchorage Alpha (off Aberlady Bay) must

(BA NP 286; BA NP 54) 15/02

Page 3—Lines 48 to 49/R; read:

Inbound vessels proceeding N of Inchkeith, except those bound to Hound Point Terminal, embark pilots close N of No. 3

(BA NP 286) 15/02

Page 5—Line 13/L; read:

more shall be reported. The Forth Navigation Service can be contacted by e-mail at fns@forthports.co.uk.

(BA NP 286) 15/02

Page 14—Line 16/R; read:

of 8.8m is maintained by dredging; however, due to siltation,

(BA NP 54) 15/02

Page 14—Lines 28 to 31/R; read:

tide between the time the tide reaches a height of 4.25m and 30 minutes before HW.

A depth of 11m is normally maintained alongside all the berths within the main basin. The largest of the three drydocks at the N side is 311m long and 42.4m wide, with a depth of 12.4m over the sill at HWS.

(BA NP 54) 15/02

Page 14—Line 39/R; read:

by small vessels.

Vessels up to 250m in length, unrestricted beam, and 44m air draft can be handled in the harbor.

(BA NP 54) 15/02

Page 49—Lines 52 to 57/R; read:

cannot enter at LW. Lynn Cut is the artificially-straightened mouth of the river and has embankments up to 3.5m high. An overhead cable, with a vertical clearance of 46m, spans the fairway in Lynn Cut.

Alexandra Dock is entered through a lock 15.2m wide, which has depths on the sill of 7.6m at HWS and 5.4m at HWN. Bentinck Dock is entered from Alexandra Dock through a passage 96m long and 15.2m wide, which is spanned by two swing bridges. A minimum depth of 5.3m is generally maintained in the wet docks, which have 1,600m of total quayage. Vessels up to 3,000 dwt, 119m in length, 13.8m beam, and 5.5m draft have been accommodated at HWS.

Riverside Quay is 220m long and South Quay is 365m long. Vessels up to 5,000 dwt, 140m in length, 20m beam, and 5.5m draft can be accommodated alongside these river berths, but take the ground at LW. There are facilities for container, ro-ro, tanker, general cargo, and bulk vessels.

Aspect.—The fairway in Bull Dog Channel is marked by lighted buoys and lighted beacons. The S end of this channel is bordered by drying training walls. The fairway in Lynn Cut is indicated by a lighted range.

The town stands on low, flat ground. The two towers of St. Margaret's church, the spire of St. Nicholas church, and several tall chimneys are all prominent and visible from seaward. The two pylons of the overhead cable, which spans Lynn Cut, and a silo, standing on the E bank of the river, are conspicuous.

Pilotage.—Pilotage is compulsory for vessels over 35m in length. Pilots can be contacted by VHF and, unless prevented by weather, board close W of Sunk Lighted Buoy (52˚56'N., 0˚24'E.). The pilot vessel generally remains on station from 2.5 hours before HW until such time as it is too late for a vessel to transit the approach channel on that tide. Vessels should send an ETA and request for pilotage at least 24 hours in advance, with amendments up to 6 hours in advance. Vessels should report to the Harbor Master on VHF channel 14 when passing Bull Dog Beacon and West Bank Beacon.

All vessels over 80m in length or close to the upper limits of beam or draft should contact the authorities prior to entry for the latest information. The Harbor Master can be contacted at harbourmaster@portauthoritykingslynn.fsnet.co.uk.

Generally, vessels over 100m in length transit the approach channel only on daylight tides. The attendance of a tug is compulsory for all tankers over 73m in length and all other vessels over that length not fitted with bow thrusters.

Anchorage.—Vessels can anchor in The Wash, SE of the Roaring Middle Lightfloat.

Directions.—It is reported (2002) that Bull Dog Channel, entered about 4 miles SSE of Roaring Middle Lightfloat (52˚58'N., 0˚21'E.), is the main approach channel. It leads S and SSW for 6 miles between sand banks to the entrance of Lynn Cut. A fairway then leads through Lynn Cut and up the river to the port.

There are several alternative channels, but these are only suitable for small craft, with local knowledge. Teetotal Channel, the former main approach channel, lies 3 miles W of Bull Dog Channel and is no longer used.

Caution.—The positions of the aids in the approach channels are subject to frequent change.

A small ferry boat crosses the river close S of the entrance to the lock.

Vessels constrained by their draft keep to the deepest water. As a result, vessels may be encountered on either side of the channel, especially when rounding bends.

(BA NP 54) 15/02

Page 50—Lines 1 to 40/L; strike out.

(NIMA) 15/02

Page 113—Lines 56 to 57/R; strike out.

(NIMA) 15/02

PUB 192 (Continued)

Page 114—Lines 1 to 2/L; read:

Pilots normally board about 1 mile S of the Maas Center Lighted Buoy (52˚01'N., 3˚54'E.). If required, pilots can board by helicopter.

(BA NP 286) 15/02

Page 114—Line 34/L; read:

to change course and/or speed.

All inbound vessels must report to Pilot Maas on VHF channel 2, giving their name and call sign, when leaving the Maas Approach Sector (see Traffic Control).

(BA NP 286) 15/02

Page 114—Lines 44 to 50/L; read:

Scheveningen (PCH).

The message should include name; call sign; grt; draft in salt water; ETA at pilot boarding position off Cherbourg (13 miles N of Cap de la Hague); a request for Euro Channel pilot to board by helicopter; a confirmation that gyro, radar, and VHF are functioning or whether an expert is required for this equipment; and a request for information after passing Cherbourg. This message should be amended or confirmed at least 12 hours in advance.

After passing Cherbourg, the above vessels will be provided with information by the HCC concerning sea and/or depth conditions at the critical areas along their intended track, including the vicinity of Twin Lighted Buoy (51˚32'N., 2˚23'E.). They should not pass the abort point (50˚29'N., 0˚53'E.) unless conditions in the vicinity of the Twin Lighted Buoy are normal, nor enter the Dover Strait TSS if their radar is not working.

(BA NP 286) 15/02

Page 114—Lines 56 to 57/L; read:

boarding position, and confirmation that gyro, radar, and VHF are functioning.

(BA NP 286) 15/02

Page 119—Line 47/R; read:

5. Channel 68 (Amsterdam Port Control)—From km 11.2

(BA NP 286) 15/02

Page 121—Line 6/L; read:

within about 13 miles of the IJmuiden Lighted Buoy.

The port (VTS Center) can be contacted by e-mail at hvp@amsterdamports.nl.

(BA NP 286) 15/02

PUB 193 8 Ed 2000 LAST NM 14/02

Page 155—Lines 31 to 52/R; read:

No. 30440), a small commercial port and fishing center, is situated 1.5 miles SW of Skagen Light. The harbor has six basins and is protected by two converging breakwaters.

Tides—Currents.—The tidal range is 0.3m. Gales from the W may raise the water level by up to 1.4m and gales from the E may lower it by as much as 0.9m. Winds from between W and SSW may cause a NE current and those from between N and SSE may cause a SW current. The prevailing current runs NE across the harbor entrance at rates up to 2 knots.

Depths—Limitations.—The harbor entrance is 75m wide. The entrance channel and outer part of the harbor have a least depth of 9m. The three inner basins have depths of 3.5 to 7m and are mainly used by fishing vessels and small craft. The three outer basins provide a total of 1,500m of quayage, with depths of 7 to 9m alongside.

Vessels up to 125m in length, 18m beam, and 7.5m draft can be accommodated.

It is reported (1998) that vessels entering the westernmost inner basin are limited to an air draft of 27m.

Aspect.—The entrance channel is indicated by a lighted range. For more details of landmarks in this vicinity, see paragraph 7.5.

Pilotage.—Deep sea pilots are available from Skagen. For more information, see paragraph 7.5.

Local harbor pilots are available on request. Pilotage is compulsory for tankers over 1,500 dwt and advisable for all other vessels without local knowledge. Pilots can be contacted by VHF and board about 0.8 mile SE of the harbor entrance.

Regulations.—Outbound vessels must give way to inbound vessels. The maximum speed limit within the outer harbor is 3 knots.

Anchorage.—Vessels can anchor, in depths of 14 to 17m, off the harbor entrance.

(BA NP 286; BA NP 18) 15/02

Page 156—Lines 1 to 29/L; strike out.

(NIMA) 15/02

Page 161—Lines 49 to 56/R; read:

cargo from Randers Havn, 15 miles above the entrance.

A dredged approach channel leads across the bar at the entrance. The fjord leads generally SSW for about 9 miles to Ugelhuse and then W for about 6 miles to Randers. The outer part of the fjord is 0.3 to 0.9 mile wide but the depths outside the channel are shallow. The inner part is narrow and runs between fields.

Tides—Currents.—The range of the tide in the fjord entrance is about 0.8m at springs and 0.3m at neaps.

Gales from the N increase the water level and gales from the S reduce it. During calm weather, the ebb and flood tidal currents set in the direction of the channel within the fjord. Seaward of the entrance, the ebb and flood tidal currents set N and S, respectively. The flood current has a rate of 2 to 2.5 knots and the ebb current a rate of 4 knots. During unsettled weather, irregular tidal currents prevail and they may set in one direction for a longer period of time.

Depths—Limitations.—The least depth in the approach channel and throughout the fjord is 7m. Vessels with drafts up to 5.8m may enter. The approach channel over the bar has a bottom width of 30 to 50m. The channel within the fjord has a minimum width of 22m.

An overhead cable, with a vertical clearance of 40m, spans the channel 3 miles W of Ugelhuse.

PUB 193 (Continued)

Aspect.—The land in the vicinity of the fjord is low but rises gradually inland, the steeper slopes being on the S side. The entrance to the fjord, in good visibility, is easily distinguishable by the dip between the hills.

Udbyhoj Light (56˚35.4'N., 10˚19.3'E.) is shown from a prominent building, 6m high, standing on a hill, 31m high, on the S side of the entrance to the fjord.

An outer approach lighted buoy is moored about 3.5 miles ENE of the light. The approach channel is indicated by lighted ranges. The various channel reaches are marked by beacons and buoys.

Prominent landmarks in the vicinity of the entrance include a church at Sodring, 2.3 miles N of Udbyhoj Light; a church on high ground at Raby, 3 miles WNW of Udbyhoj Light; and the pilot station situated on the S side of the entrance. A church, with a prominent spire, stands at Udby, 1 mile SW of Udbyhoj Light, and can be seen over the intervening land.

Pilotage.—Pilotage is not compulsory, but is recommended for large vessels and all vessels without local knowledge due to the strong tidal currents and narrow width of the channel.

Vessels should send an ETA and request for pilotage, either through the agent or direct to the pilot station, 6 hours in advance. Vessels should then contact the pilot by VHF 1 hour prior to arrival. Pilots board in the vicinity of the outer approach lighted buoy.

Entry at night is restricted to vessels up to 1,000 dwt provided they are equipped with an approved searchlight.

Regulations.—The following special regulations apply to vessels navigating within Randers Fjord:

1. Vessels at anchor or moored are to be passed with caution, and engines, if possible, should be stopped.
2. A speed limit of 6 knots exists between Skalmstrup Vig, a cove about 4 miles within the entrance, and Randers.
3. Vessels proceeding with the tidal current have right of way over vessels proceeding against it.
4. During the ice season, instructions issued by the authorities must be strictly obeyed.

Directions.—Vessels approaching from NE may pass either side of Boels Plade, a bank with depths of 5 to 5.6m, lying centered about 2 miles NE of the outer approach lighted buoy.

Vessels approaching from E should pass NW of Tangen, a large and shallow shoal area, lying centered 10 miles E of Udbyhoj Light. They should then pass S of Boels Plade.

Vessels from SE should steer W and NW, passing between the S side of Tangen and the coast.

Caution.—A ferry crosses the fjord about 6 miles above the entrance.

A dumping ground area, which may best be seen on the chart, lies centered 4.2 miles ENE of Udbyhoj Light.

Submarine cables extend across the fjord in various places and are marked by notice boards.

Randers (56˚27'N., 10˚03'E.) (World Port Index No. 30330), a small port, is situated at the head of Randers Fjord and is open year round.

Tides—Currents.—In the vicinity of the harbor, the ebb current predominates. The mean range of the tide is about 0.5m. The normal water level may be increased by up to 1.8m by winds from between NW and NE and reduced by as much as 1.1m by winds from between S and SE.

Depths—Limitations.—The harbor has two quayed basins, divided by a pier, with depths of 6 to 7m alongside.

There are facilities for general cargo and bulk vessels. Vessels up to 144m in length, 19m beam, and 5.8m draft can be accommodated.

Caution.—A submarine pipeline extends across the fjord, close E of the pier dividing the two harbor basins.

Depths in the harbor basins may be reduced by silting.

8.16 The coast between Randers Fjord and Fornaes, 24 miles ESE, first extends SE for about 6 miles to the fishing village of Hevring, then E for about 14 miles to Knudshoved, a grass-covered point, and then SE for about 7 miles to Fornaes. This section of coast is generally low and flat but farther inland it rises to high, hilly terrain.

A conspicuous red church, with a pointed tower, stands at Estruplund, about 0.3 mile inland and 2.6 miles SE of Udbyhoj Light.

Gerrild Light (56˚32'N., 10˚50'E.) is shown from a prominent tower, 11m high, standing on Knudshoved.

Bonnerup, a small fishing boat harbor, is situated 4 miles W of the light. A conspicuous windmill, without sails, stands about 0.3 mile W of this harbor.

Prominent churches stand at Glesborg and Rimse, 4.5 miles SW and 3.2 miles SSW, respectively, of Gerrild Light.

Gerrild Klint and Karby Klint are two white cliffs, each about 0.8 mile long, which line the coast between Knudshoved and Fornaes, 7 miles SE. The remainder of the coast is low and wooded.

Caution.—Hevring Firing Area, marked by buoys, extends about 3 miles seaward from two signal masts, which are situated about 4.5 miles and 5.7 miles SE of Udbyhoj Light. The times when the area is in use are announced in Danish Notice to Mariners and indicated by signals displayed from the masts. By day, a ball is hoisted at each signal mast and a flashing light is shown from the southeasternmost mast. At night, a flashing red and white light is shown from the southeasternmost mast. In the summer, further warnings are given on notice boards situated about 0.2 mile offshore.

Between Gerrild Light and Fornaes, fishing nets may front the shore and extend up to 500m seaward.

(BA NP 18; BA NP 286) 15/02

Page 162—Lines 1 to 58/L; strike out.
(NIMA) 15/02

Page 162—Lines 1 to 59/R; strike out.
(NIMA) 15/02

Page 163—Lines 1 to 15/L; strike out.
(NIMA) 15/02

COAST PILOT CORRECTIONS

COAST PILOT 3 35 Ed 2002 Change No. 4
LAST NM 12/02

Page 91—Paragraph 1968; read:

(i) Corrected charts of the Regulated Navigation Area. Instead of corrected paper charts, warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service may carry electronic charting and navigation systems that have met the applicable agency regulations regarding navigation safety.

(FR 1/28/2002; CL 267/02) 15/02

Page 183—Paragraph 43, line 9; read:

(757-496-0995; cable address VAPILOT) and provides service ...

(CL 56/02) 15/02

COAST PILOT 4 33 Ed 2001 Change No. 17
LAST NM 12/02

Page 312—Paragraph 102, line 6; read:

controlling depth of 9 feet in June 2000, from Hawk Channel to ...

(CL 311/02) 15/02

COAST PILOT 5 29 Ed 2002 Change No. 9
LAST NM 13/02

Page 205—Paragraph 76, line 6; read:

controlling depth of 9 feet in June 2000, from Hawk Channel to ...

(CL 311/02) 15/02

Page 340—Paragraph 167, lines 3 to 5; read:

turning basin at the highway bridge at **Orangefield**. In October 2001, the channel controlling depth was 5.0 feet (9.0 feet at midchannel); thence in June 2001, 5.3 to 7.0 feet was available in the basin with ...

(CL 197/02; CO 030/00) 15/02

Page 345—Paragraph 257, lines 3 to 4; read:

for about 2 miles to another turning basin. In January 2002, the controlling depth was 40 feet in the channel and the basin. The channel ...

(CL 197/02; CO 030/00) 15/02

Page 350—Paragraph 332, lines 10 to 11; read:

Bluff is dredged. In January 2002, the controlling depth was 4.2 feet (4.6 feet at midchannel). The channel is marked by buoys.

(CL 197/02; CO 030/00) 15/02

Page 350—Paragraph 334, line 8; read:

January 2002, the controlling depth was 10.3 feet (10.5 feet at ...

(CL 197/02; CO 030/00) 15/02

Page 353—Paragraph 394, lines 2 to 4; read:

November 2001, had a controlling depth of 10.0 feet to the Lockwood Drive fixed highway bridge, about 2 miles above Houston Turning Basin; thence in June 2001, 5.3 feet (7.1 feet at midchannel) for another 1.5 ...

(CL 197/02; CO 030/00) 15/02

Page 365—Paragraph 116, line 7; read:

Victoria. In October 2000-December 2001, the controlling depth was 6.5 feet (9.0 feet at midchannel) from the ...

(CL 197/02; CO 030/00) 15/02

Page 365—Paragraph 118, lines 3 to 5; read:

basin at the town of **Seadrift**. In December 2001, the controlling depth was 5.3 feet (5.8 feet at midchannel) in the channel with 7.7 to 9.0 feet available in the basin.

(CL 197/02; CO 030/00) 15/02

Page 372—Paragraph 254, lines 1 to 2; read:

In October 2001, the controlling depth was 10.1 feet in the channel; thence in March 2001, there was 14.0 feet in the turning basin, ...

(CL 197/02; CO 030/00) 15/02

Page 374—Paragraph 287, line 7; read:

June-December 2001, the controlling depth was 7.8 feet (8.1 feet at ...

(CL 197/02; CO 030/00) 15/02

Page 376—Paragraph 357, lines 3 to 6; read:

turning basin at Port Brownsville. In November 2001, the channel leading into Brownsville Fishing Harbor had a controlling depth of 14.0 feet, thence 14.8 feet in the connecting channel with 13.0 to 14.4 feet in the basins. Berthing facilities are usually leased to ...

(CL 197/02; CO 030/00) 15/02

Page 398—Paragraph 412, lines 4 to 5; read:

November 2001-January 2002, the channel had a controlling depth of 1.0 foot (1.8 feet at midchannel). The Gulf entrance to the flood discharge ...

(CL 197/02; CO 030/00) 15/02

COAST PILOT 7 33 Ed 2001 Change No. 8
LAST NM 12/02

Page 168—Paragraph 21, line 7; read:

mandatory. (See **161.1 through 161.60**, chapter 2, for rules ...

(33 CFR 161) 15/02

Page 333—Paragraph 12, lines 1 to 2; read:

A **Cooperative Vessel Traffic Service (CVTS)** has been established in Haro Strait and the Strait of ...

(33 CFR 161) 15/02

COAST PILOT 7 (Continued)

Page 334—Paragraph 13, line 2 to Paragraph 14; read:
operating in the Cooperative Vessel Traffic Service (CVTS) are given in 161.1 through 161.23, and **161.55**, chapter 2. In addition, a CVTS Users Manual, which contains useful information for operating in the CVTS area, is available from Commanding Officer, USCG Vessel Traffic Service, 1519 Alaskan Way South, Seattle, WA 98134-1192.
(33 CFR 161; CL 2018/01) 15/02

Page 335—Paragraph 55, lines 4 to 6; read:
waters, are a regulated navigation area. (See **165.1 through** ...
(CL 2018/01; 33 CFR 165) 15/02

Page 335—Paragraph 59, line 6; read:
Most traffic lanes are 1,000 yards wide and are separated by ...
(CL 2018/01) 15/02

Page 335—Paragraph 61, line 2; read:
Traffic Service are given in **161.1 through 161.55**, chapter 2. In ...
(33 CFR 161; CL 2018/01) 15/02

Page 336—Paragraph 73, line 9; read:
VHF-FM channel 13.
(CL 2018/01) 15/02

Page 339—Paragraph 148, line 3; read:
(See **161.1 through 161.55**, chapter 2, for regulations, and ...
(33 CFR 161) 15/02

Page 342—Paragraph 203, line 3; read:
(See **161.1 through 161.55**, chapter 2, for regulations, and ...
(33 CFR 161) 15/02

Page 356—Paragraph 395; read:
Towage.–Tugs may be arranged through the marine exchange, which monitors radiotelephone VHF-FM channels 9 and 20.
(CL 2018/01) 15/02

Page 359—Paragraph 461, line 3; read:
(see **161.1 through 161.55**, chapter 2, for regulations, and ...
(33 CFR 161) 15/02

Page 363—Paragraph 7, line 5; read:
these areas. (See **161.1 through 161.55**, chapter 2, for regulations, ...
(33 CFR 161) 15/02

Page 363—Paragraph 15, lines 4 to 6; read:
waters, are a regulated navigation area. (See **165.1 through** ...
(CL 2018/01) 15/02

COAST PILOT 7 33 Ed 2001 Change No. 9

Page 201—Paragraph 581, lines 7 to 9; read:
Arguello Light (34˚34'37"N., 120˚38'55"W.), 100 feet above the water, is shown from a 20-foot high post on the W end of the point.
(LL/01; 3/02 CG11) 15/02

Page 220—Paragraph 223, line 12; read:
marked by lights on the E and W ends.
(LL/01; 48/01 CG11) 15/02

Page 324—Paragraph 78, lines 3 to 5; read:
octagonal pyramidal tower on the seaward side of Point Chehalis.
(42/01 CG13; LL/01) 15/02

Page 338—Paragraph 124, lines 4 to 6; read:
sunken wrecks are in the W part of the bay in about 48˚22'22"N., 124˚37'15"W., and in the NE corner of the bay in about 48˚22'39"N., 124˚36'20"W. Caution is advised when anchoring in the vicinity ...
(CL 211/02; NOS 18484) 15/02

Page 390—Paragraph 314, lines 7 to 9; read:
chapter 2, for limits and regulations.) **Naval security zones** are adjacent to the Naval Submarine Base. (See **§165.1302 and §165.1311**, chapter 2, for limits and regulations.) A 500-foot radio ...
(FR 7/9/01) 15/02

Page 395—Paragraph 396; strike out.
(LL/01; 45/01 CG13) 15/02

Page 434—Paragraph 553, line 2 to Paragraph 554; read:
becomes extremely hazardous. There is usually a strong rip current crossing the channel at this time.
On the NW side of the basin is a shipyard; the marine railway at the shipyard can handle vessels up to 125 feet long. A harbor agent controls the basin facilities.
(CL 1839/01) 15/02

COAST PILOT 7 33 Ed 2001 Change No. 10

Page 95—Paragraph 1885, line 3; read:
accordance with international law.
Fuel oil means any oil used as fuel for machinery in the vessel in which it is carried.
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1898, line 2; read:
tons without cargo, fuel oil, lubricating oil, ballast water, fresh ...
(FR 11/2/01; CL 1981/01) 15/02

COAST PILOT 7 (Continued)

Page 96—Paragraph 1904; read:
MARPOL 73/78 means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating to that Convention. A copy of MARPOL 73/78 is available from the International Maritime Organization, 4 Albert Embankment, London, SE1, 7SR, England.
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1925, line 4 to Paragraph 1926; read:
carbons as well as animal and vegetable oils.

Oil cargo residue means any residue of oil cargo whether in solid, semi-solid, emulsified, or liquid form from cargo tanks and cargo pump room bilges, including but not limited to, drainages, leakages, exhausted oil, muck, clingage, sludge, bottoms, paraffin (wax), and any constituent component of oil. The term "oil cargo residue" is also known as "cargo oil residue."

Oily mixture means a mixture, in any form, with any oil content. "Oily mixture" includes, but is not limited to–

(1) Slops from bilges;

(2) Slops from oil cargoes (such as cargo tank washings, oily waste, and oily refuse);

(3) Oil residue; and

(4) Oily ballast water from cargo or fuel oil tanks, including any oil cargo residue.

Oil residue means–

(1) Oil cargo residue; and

(2) Other residue of oil whether in solid, semi-solid, emulsified, or liquid form resulting from drainages, leakages, exhausted oil and other similar occurrences from machinery spaces.

(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1929; strike out.
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1932; read:

Petroleum oil means petroleum in any form, including but not limited to, crude oil, fuel oil, sludge, oil residue, and refined products.
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1935, line 2 to Paragraph 1936; read:
into a tank that is completely separated from the cargo oil and fuel oil system and that is permanently allocated to the carriage of ballast.

Slop tank means a tank specifically designated for the collection of cargo drainings, washings, and other oily mixtures.
(FR 11/2/01; CL 1981/01) 15/02

Page 97—Paragraph 1948, line 6; read:
and certify vessels on their behalf under the MARPOL 73/78.
(FR 11/2/01; CL 1981/01) 15/02

Page 99—Paragraph 2041, line 1; read:

(2) Carries petroleum oil in bulk as cargo or oil cargo residue; ...
(FR 11/2/01; CL 1981/01) 15/02

Page 137—Paragraph 3332, line 4; read:
instructions of Coast Guard personnel.

§165.1311 Security Zones; Naval Submarine Base Bangor and Naval submarines, Puget Sound and Strait of Juan de Fuca, Washington.

(a) *Naval Submarine Base, Bangor, WA*. The following area is a security zone: All waters of Puget Sound, Washington State, enclosed by the following: A line beginning at
47˚46'18"N., 122˚42'18"W.; thence to
47˚46'32"N., 122˚42'20"W.; thence to
47˚46'38"N., 122˚42'52"W.; thence to
47˚44'15"N., 122˚44'50"W.; thence to
47˚43'53"N., 122˚44'58"W.; thence to
47˚43'17"N., 122˚44'49"W. and thence along the shoreline to the point of origin.
[Datum: NAD 1983]

(b) *Location of Moving Security Zones*. The following are moving security zones: All United States navigable waters in Puget Sound and the Straits of Juan De Fuca, extending East from Traffic Lane Separation Lighted buoy J (LLNR 16135-755) to the point of moorage, and surrounding all United States Naval Submarines to a radius of 300 yards while in transit on the surface.

(c) *Exemptions*. Vessels that desire access to these zones and are not otherwise exempted as listed in paragraphs (c)(1) through (c)(3) of this section, shall secure permission from Captain of the Port on-scene designated representative(s). Section 165.33 paragraphs, (a), (e), and (f) do not apply to the following vessels or individuals on board those vessels:

(1) Public vessels of the United States, other than United States Naval vessels.

(2) Vessels that are performing work pursuant to a contract with the United States Navy that requires their presence in the security zone(s).

(3) Any other vessels or class of vessels mutually agreed upon in advanced by the Captain of the Port and the cognizant Naval Commander. Vessels operating in the security zone(s) under this exemption must have previously obtained a copy of a certificate of exemption permitting their operation in the security zone from the Security Officers established by the respective Naval Base Commander. This written exemption shall state the date(s) on which it is effective and may contain further restrictions on vessel operations within the security zone as have been previously agreed upon by the Captain of the Port and the cognizant Naval Commander. The certificate of exemption shall be maintained on board the exempted vessel so long as such vessel is operating in the security zone.

(d) *Regulations*. In accordance with the general regulations in §§165.30 and 165.33 of this part, no person or vessel may enter the above security zones unless authorized by the Captain of the Port or his designated representatives. Vessels and persons granted authorization to enter the security zones shall obey all lawful orders or directions of the Captain of

COAST PILOT 7 (Continued)

the Port or his designated representatives. The U.S. Navy and other federal, state, or local agencies may assist the Captain of the Port in the patrol and enforcement of these zones.
(FR 7/9/01) 15/02